(b) The Court of Inquiry headed by Mr. Justice R. C. Lahoti has informed that the black boxes (Cockpit Voice Recorders and digital Flight Data Recorders) of the two aircraft involved in the accident, have been decoded and the data is being analysed.

Profit and loss incurred by Indian Airlines besides depreciation

1643. SHRIMATI VEENA VERMA:
SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the profit or loss incurred by Indian Airlines besides depreciation from 1986-87 to 1995-96; and the extent of depreciation incurred during the period; and

(b) how far the improvement in profit and loss account is attributable to transfer of old and outdated aircraft with heavy cost of maintenance to Alliance Airlines?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) The details of profit/loss incurred by Indian Airlines besides depreciation during the year 1986-87 to 1995-96 are annexed as statement, *(see* below)

(b) The main objective of transfer of Indian Airlines Boeing 737 aircraft to Alliance Air was to increase utilisation of the total fleet comprising of A-300, A-320 and Boeing — 737. In fact, the average utlisation of Boeing 737 has gone up from 1629 hrs. per aircraft per annum in 1995-96 to around 2700 hours per aircraft per annum in the current Winter Schedule. This is expected to outweigh the increased maintenance cost of aircraft.

Statement

Details of profits/loss incurred by Indian Airlines during 19S6-S7 to 1995-96

(Rs. in crores)

Year	Net profit/(loss) besides Depreciation (before tax)	Net profit/(loss) besides Depreciation (after tax)	Depreciation	Net profit/(loss) (before tax)	Net profit/(loss) (after tax)
1986-87	107.82	82.82	44.08	63.74	38.74
1987-88	121.56	76.06	45.96	75.60	30.10
1988-89	82.91	57.50	46.83	36.08	10.67
1989-90	59.72	59.52	74.76	(15.04)	(15.24)
1990-91	63.80	63.60	128.19	(64.39)	(64.59)
1991-92	(18.75)	(18.95)	179.90	(198.65)	(198.85)
1992-93	(0.26)	(0.31)	194.85	(195.11)	(195.16)
1993-94	1.54	1.54	260.00	(258.46)	(258.46)
1994-95	35.12	35.12	223.85	(188.73)	(188.73)
1995-96	137.65	137.65	247.63	(109.98)	(109.98)

Merger of Indian Airlines and Air India

1644. SHRI YERRA NARAYANASWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to merge Indian Airlines and Air India;

(b) if so, the details thereof;

(c) whether any study has been done of the potential of such merger;

(d) if so, the details thereof;

(e) what steps are proposed by Govemment to improve the functioning of Indian Airlines; and

(f) the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) to (d) The Government has asked the two airlines to explore possibilities of integrated functioning in some sectors. Appointment of a Common Board of Directors is a step in this direction.

(e) and (f) To improved its functioning, Indian Airlines is taking steps to intensify marketing efforts and to improve its product, image and on time performance.

Joint/strategic plan by IA and Al

1645. SHRI YERRA NARAYANA-SWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines and Air India are working out joint strategic plans;

(b) if so, the details of such strategic collaboration;

(c) whether any facilities could be mutually utilised; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) and (b) The Government has asked the two airlines to explore possibilities of integrated functioning in some sectors.

(c) and (d) Both airlines are utilising the aircraft maintenance facilities of each other. They are also collaborating in certain areas of commercial activities.

Expansion of the runway of Ahmedabad Sardar Vallabhabhai Patel Airport

1646. SHRI AHMED PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the expansion work of the runway of Ahmedabad Sardar Vallabhabhai patel Airport has since been completed;

(b) if not, the reasons therefor; and

(c) by when the expansion of the runway of the said airport is likely to be completed?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) to (c) The Project involves expension of runway from 9000 ft. to 11,500 ft. link taxiway, expansion of apron and associated pavements at Sardar Vallabhbhai Patel International Airport. Airports Authority of India has acquired 61 acres of land from the State Government in August. 1996. The work can commence only after the State Government diverts the water pipeline running through the acquired land and it is estimated that it will take 2 years for completing the work.

Constitution of Advisory Council

1647. SHRI V. HANUMANTHA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government will appoint an advisory council to guide and interact with aviation industry;

(b) whether it is a fact that the private aviation sector has no organised forum or recognised forum to interact with Government; and